

STEAMSHIP NEED SQUARELY UP TO THE COMPANIES

The American shipping companies now doing business with Hawaii are to be given one more opportunity to secure the passenger trade of the islands, the trustees of the Chamber of Commerce having resolved to address a letter to each of the companies interested pointing out what are the conditions here and asking squarely what the steamship men propose to do about it.

The letter, as suggested by a special committee, will be as follows:

NOW OR NEVER.

Within the last quarter of a century the agricultural output of Hawaii has increased nearly, if not quite, four-fold, and within the same period the population of these islands has been more than doubled. While ample provision has been made by the inauguration of a line of modern freight steamers to handle the increased crops of the Territory during this interval, no adequate provision has been made towards the betterment of the passenger service to and from the mainland.

The addition of several large modern passenger vessels placed upon the Asiatic run by one of the steamship companies engaged in the island passenger business, has proved of little practical relief to this Territory, as the accommodations upon these vessels are usually filled with through passengers, leaving few, if any, berths available for passengers to or from this port, so that, at the present time, Honolulu, for the above reason, and owing further to the application to this Territory of the Coastwise Shipping Law, has a poorer and more infrequent passenger service with San Francisco than at any time within the last twenty years.

Under these conditions, not only have our local residents suffered great personal inconvenience, but the Territory itself has been subjected to a heavy financial loss through the fact that tourist travel to the islands, which was becoming an important factor to many of our local industries, has been diverted to points where transportation is more readily obtained.

This state of affairs has become so intolerable to the commercial interests of this community that there is a strong movement on foot to petition both the President and Congress for relief, and ask for a suspension of the Coastwise Shipping Law, as it applies to passenger traffic between these islands and the mainland.

Before taking any action towards this end, however, the Honolulu Chamber of Commerce would thank you for a reply to the following questions:

1. What definite plans (if any) has your company for inaugurating and maintaining, as a local boat, a first-class, thoroughly up-to-date passenger and freight steamer, having a capacity for say three hundred (300) cabin passengers, and a speed of not less than sixteen (16) knots, or fast enough to maintain a reliable six day schedule between, say, Honolulu and San Francisco, at intervals of not exceeding four weeks.

2. If sugar freight were guaranteed you from this end of the line, would you take immediate action towards placing and maintaining a vessel of this description upon this run?

DOCTORS FOR AMERICAN-HAWAIIAN.

The report of the committee, which was accompanied by the letter quoted above, dealt also with another important matter, the necessity of having Federal doctors on the American-Hawaiian boats operating direct between this

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KAPAA LANDS SUBJECT OF DEBATE

The Executive chamber had maps spread all over the floor yesterday.

Governor Frear took up the matter of the Kapa'a lands—so called—with Land Commissioner Pratt, Col. Spaulding who owns the Mahee Sugar Company, Secretary Mott-Smith and Attorney General Hemenway. The maps were detail maps of the six ahupuaas on the windward coast of Kauai involved. Four of these have been under lease to the Mahee Sugar Company. The lease of three of them expired last April. The lease of the other expires in a year or so. When the leases expire all the buildings and other improvements including the ditches and other irrigation works revert to the government. Now the question arises what shall be done with this land which has now and soon will revert to the government? It includes all kinds of land—cane land, pineapple land, rice land, taro land, flat land suitable for town sites, school and church sites, landings, railways and rights of ways and everything of the kind that makes land valuable.

Col. Spaulding wants to lease the cane lands again, or rather he would like to buy them as under the law they can be leased for only five years, and it is claimed that only one crop on some lands and only two crops on others can be counted on during five years.

To make the situation clear, the Mahee Sugar Company plantation occupied these six ahupuaas, beginning with the northern line of Lihue plantation: Olehana, Waipouli, Kapa'a, Kealia, Kamalomalo and Anahola. With the exception that a small part of Olehana is under lease to Lihue Plantation. These ahupuaas are each approximately a mile wide and extend from the sea to the mountains several miles. The southerly one, Olehana, belongs to the government. The next one to the north, Waipouli, belongs to Col. Spaulding. The next one, Kapa'a, belongs to the government. Then comes Kealia belonging to Col. Spaulding, and then the next two, Kamalomalo and Anahola, belong to the government.

If the government owned the whole tract, or if Col. Spaulding owned the whole tract, or if Col. Spaulding's holdings were all in one body and the government's holdings in a body, the problem would be very much simplified. Then each could provide a water system for its own land, something that is not as easy where the land is held in alternate strips as now.

A tentative suggestion is that if the government could make an exchange with Col. Spaulding by which it secured Waipouli, and Col. Spaulding secured Kamalomalo and Anahola, then Col. Spaulding's holdings would be in one body and extend from the Kapa'a river north, and the government's holdings would all be in one body and would extend from the Kapa'a river south to the Waialua river. These holdings of the government would then be capable of being watered by one comprehensive system of water supply, conservation and irrigation. Whether there is sufficient water supply to irrigate absolutely all of this body of land is not known at present. But a system could be created which would come nearer doing it than where the ownership of the land is in alternate strips. There are a number of streams in this body of land. Well mauka, there are a number of eligible reservoir sites. With a well planned water system it would be comparatively easy not only to water the greatest possible area of the body of land, but to divide it equitably between the different portions, so that then the cane lands in this body of land could be leased with water rights to Col. Spaulding or any one else at an equitable rental, and at the same time all the other land in this body of land would be sure of its equitable portion of water, whether it were used for pineapples, for gardening or farming, or for homesteads, or home sites or any thing else.

This project for handling the land seems so plausible and at least at first blush so feasible that it will be studied in some detail before any disposition of the land is made. This involves first a consideration of the possibility and advisability of an exchange of lands with Col. Spaulding. This would involve a careful appraisal of the lands the government is to get from Col. Spaulding and of the lands Col. Spaulding is to get from the government. Then there will be the question of a water supply and conservation system for the consolidated government lands. This would probably best be handled by means of a license similar to that granted the Kohala Ditch Company, by which a corporation could be organized to conserve and distribute the waters, giving every portion of land its equitable share.

After this the question would arise what to do with the cane lands situated on this body of government land, whether to divide them up into small holdings to be granted in settlement associations or otherwise under the laws, or leased as a body to the highest bidder, Col. Spaulding or anyone else. While the land department has received a good many applications for the lands of Kapa'a and the other government ahupuaas, suitable for pineapple culture, gardening, and farming other than cane raising, there have been no applications for cane lands and very little inquiry regarding them. Cane lands, in fact all lands classed as agricultural lands, can only be leased for five years, but any lease of these lands could contain, and probably would contain, a provision

THE DANIELS COMET OF 1907



The accompanying sketch is of the comet as seen from Honolulu at 4 a. m. last Friday. This is the comet discovered by Professor Daniels, of Princeton University. It is traveling at enormous velocity, said to be 50,000 miles a second. At present it is nearer the horizon than the Little Dog Star, having reached that constellation from Aries via Taurus and the Gemini, and it is doubtful if it will be visible here any longer owing to the glare of the sun.

COMMISSIONER ISHII REPORTS

By the Hongkong Maru news was received of the preliminary report made to his government by Commissioner Ishii, who spent two weeks in Hawaii making an examination of the conditions here as they relate to the Japanese.

From here he went to the mainland, going on the same steamer with Secretary Straus. He will travel extensively in the States on the same mission that brought him here.

Reporting to his government Commissioner Ishii said:

"I find the condition of the Japanese in the Hawaiian Islands is most satisfactory. They are receiving good treatment on the plantations. The reports that their wages have been cut down is unfounded, and satisfaction prevails among the Japanese laborers throughout the Islands."

NOT A DOUBTFUL QUESTION.

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that any lands needed for homestead purposes would be taken out of the lease.

This general plan for settling the so-called Kapa'a land problem involves a number of legal questions, some of them as to the authority for making the exchange suggested. Others are involved in the authority to grant a water license such as is suggested, and still others are involved in the necessary rights of way for railroads and landings.

The result of yesterday's conferences and discussions was to decide to carry investigations further along the lines of this tentative proposal. Attorney General Hemenway will be asked for opinions regarding the legal questions involved. The Survey Department will be asked for all the illuminating data it can furnish, and the Land Department will be asked to contribute from its data and experience. When these various sources have furnished the information desired, and perhaps Col. Spaulding has made a definite offer or presented a concrete plan, and the whole has been carefully studied, there will be another conference.

On the lands which revert to the government there are a good many people living who have lived on them a long while, who are now desirous of being given an opportunity to secure a title to their holdings. A good many natives and Portuguese thus want home sites. There are churches and school houses built on the property land, and for most of these there is a desire to secure titles. There is a considerable amount of rice lands which have been under lease to Hee Fat. He desires a renewal of his lease, but there are other aspirants for the lease as well.

The leases to the Mahee Sugar Company which are now expiring are thirty year leases and are at rentals as follows: For Anahola and Kapa'a, \$400 a year; for Kamalomalo, \$1000; for Olehana \$10 a year. The Olehana lease has still two or three years to run.

OFFICIAL DENIAL OF STRIKE RUMORS BY RAPID TRANSIT MEN

A positive denial of the existence of any strike sentiment among the employees of the Honolulu Rapid Transit Company was given out last night by a committee of the men, who called upon the Advertiser for the purpose of issuing an official statement of their position and to contradict the reports which have been appearing from time to time in the afternoon papers. In the committee were C. W. Pemberton, Robert R. Craik and P. E. Tosh.

"We wish to state that the misleading and mischievous articles in the afternoon papers, alleging that there were strained relations between the management and the men of the Rapid Transit Company are utterly without foundation," said Mr. Tosh, who acted as the spokesman for the delegation. "In view of the appearance of those articles the men have thought it necessary to call a meeting and appoint a committee to call upon the management and bring the matter to a satisfactory conclusion. This meeting appointed us three, C. W. Pemberton, Robert R. Craik and P. E. Tosh, to confer with the management with a view of giving a clear and definite expression of the views of the men in connection with the Lockwood case, which appears to have been the matter at the root of the whole thing and over which all the reports and rumors arose. We were authorized also to issue a public statement regarding the position of the men over this case and their position with the management."

"Our committee met Mr. Ballentyne this evening and went over the whole grounds, discussing the question in all its aspects. We expressed the view to the management that in taking up the collection for Lockwood we meant in no way to express any resentment against the management for their prosecution of Lockwood, but passed around the subscription paper simply to afford financial assistance to Lockwood, knowing that he was in need of such. In view of this explanation it was stated on the part of the management that no resentment was felt on account of such a subscription having been taken up, the manager commending the spirit which prompted the men to assist any of their fellow employees when the same were in need of assistance. It was made evident at the meeting that the management and the men were in perfect accord in the desire of each to protect the public, to protect the carmen and to maintain the high efficiency of the service."

"We wish to state most emphatically that there never has been any thought of a strike or any organization towards a strike or any steps taken to bring about one. The first when the men knew of the strike talk was from reading the columns of the evening newspapers, as among the men themselves there had never been any thought of any such a thing."

"Neither has there ever been, as stated in these reports, any dispute between the management and the men themselves with regard to any schedule of hours or arrangements about days off. Up to the present time there have been no regular days off, such being secured on the special requests of the individual men and the matter has been left altogether to the men themselves, receiving days off on their request whenever it is possible."

"We also assured the management that in extending financial assistance to Lockwood we did not thereby express any approval of the actions of Lockwood in the assault he made on

his passenger, the assault for which he was prosecuted.

"Whatever misunderstandings there may have been on either side in this or any other matter were cleared up at the meeting tonight and perfect harmony now exists."

"We wish also to state that the published reports that a vote of censure was passed against the management at a meeting of the night men is utterly without foundation in fact. As a committee representing all the men of the Rapid Transit company we wish also to state that the published reports of trouble existing between the management and ourselves are resented by the men as mischievous and unwarranted in any way."

THIRD ATTEMPT TO COMMIT SUICIDE

After having been twice declared sane by Dr. Emerson, the police surgeon and the brain-storm expert of the county, in examinations following two attempts to commit suicide, Lum Chun cut his throat yesterday afternoon and is in a dangerous condition at the Queen's hospital. Once the man was arrested for an attempt to commit suicide by drowning, being fished out of the Nuuanu stream. His next attempt was with a rope, although he had not arrived at the strangulation stage when gathered in by the police, being booked first as an insane suspect and later as a vag, appearing before Judge Whitner on this last charge and getting a jail sentence of eleven days. He was released a day or two ago and celebrated it by severing his windpipe with a razor in his third attempt to shuffle off. The affair took place in a poi shop on Panoa road.

The would-be suicide made his appearance at the poi shop on Tuesday and yesterday borrowed a razor for the ostensible purpose of shaving his head. He lay in his bunk during the morning and no attention was being paid to him until his moans caught the ears of the other Chinamen, who went to him and found him bleeding freely from the self inflicted wounds and gurgling through a windpipe that the razor had slit open. The police were notified and the ambulance hurried him off to the hospital. It is not thought that his attempt to leave this earth will be successful this time, but as he shows a persistence worthy of a better cause his next trial may show a better result.

William H. Hoogs and J. J. Belser are expected from San Francisco on the Sierra tomorrow. They are making a hurried business trip.

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